

2014 where we're going

The GARVEE program will wrap up in 2014. By then the program will have invested hundreds of millions in improving safety, economic vitality and traffic flow in Idaho.

- Each series of GARVEE bonds must be repaid over 18 years. ITD has already started this process.
- The final bond sale is scheduled in 2012. The money will fund construction of the S.H. 16 extension between U.S. 20/26 and S.H. 44.
- Construction on I-84 between Nampa and east Boise is completed. The U.S. 30 project will be complete this summer.
- Construction on GARVEE-funded portions of U.S. 95 and S.H. 16 will be completed in 2014.
- Best practices from the GARVEE program have been incorporated into ITD's business.

GARVEE stands for Grant Anticipation Revenue Vehicle, a type of bond that can be repaid with future federal-aid highway dollars. It was designed to help states expedite highway improvements. The approach did not risk the state's credit rating or increase government staffing.



2012 where we are

Since the first GARVEE project broke ground in 2007, ITD has funded 49 major projects on six transportation corridors.

- The program resulted in 34 miles of highway expansion, 22 new bridges and eight new or improved interchanges. By 2014 the program will add an additional 14 miles of highway expansion and eight more bridges, and three additional interchanges, for a total of 48 miles of highway expansion, 30 new bridges (including seven interchange bridges), and 11 new or improved interchanges. The 48 miles of highway expansion will provide a total of 238 resurfaced lane miles on the State Highway System, with 112 new lane miles of capacity. See back side for projects.
- The 49 large projects were divided into 168 contracts, allowing more Idaho companies to bid on work. Since 2005 over 152 companies have been involved with the program.
- The Department of Labor estimates GARVEE projects have created or sustained 13,100 jobs between 2005 and the end of 2011.
- The program budget, originally \$998 million, has been amended to \$855 million. Cost-saving measures, competitive bids and stimulus funding have saved the difference of \$143 million.
- ITD has used several innovative practices to accelerate the projects, such as special federal allowances, specific completion incentives for contractors and prefabricated materials where practical.



2005 where we were

Highway congestion was increasing around the state. Completing the necessary improvements would require one of the largest public works initiatives in Idaho history.

- U.S. 30 and U.S. 95 were straining to accommodate growing freight traffic in eastern and northern Idaho.
- Population in the Treasure Valley passed 500,000 in 2000 and was expected to surpass 1 million by 2030. Meanwhile, I-84 had not been expanded since its initial construction in the 1960s.
- Funding the necessary improvements would take 30 years under the existing pay-as-you-go method.
- The Idaho Legislature approved the use of a GARVEE program in 2005 and approved the first funding authorization of \$200 million in 2006. Projects broke ground in Districts 1, 3 and 5 the following year.
- Funding was focused on projects that would significantly improve safety, mobility and economic vitality.

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Projects include:

- 1 **U.S. 95, Worley North** | Realigned, reconstructed and widened 4.2 miles north of Worley, Idaho.
- 2 **U.S. 95, Garwood to Sagle** | Received environmental approval for improving an important freight corridor in northern Idaho. Improvements to 14.8 miles of the corridor will be completed in 2013. The road will be expanded from two to four lanes with a center median, three new interchanges and 13 miles of new frontage roads.
- 3 **S.H. 16** | Received environmental approval for a new four-lane divided roadway connecting I-84 to S.H. 44. Construction of the first phase (between U.S. 20/26 and Idaho 44) will begin in summer 2012 and be complete in 2014.
- 4 **I-84, West Treasure Valley** | Widened 9.2 miles of I-84. The interstate now has four lanes in both directions between the Garrity and Meridian interchanges and three lanes in both directions between Franklin Boulevard overpass and the Garrity Interchange in Nampa. The expansion included replacing four bridges, modifying three interchanges and constructing a new interchange at Ten Mile Road.
- 5 **I-84, East Treasure Valley** | Widened three miles of I-84 from two to four lanes in both directions, replaced two interchanges and built noise barriers between the Cole Overland and Broadway interchanges. It also included rehabilitating six miles of aging pavement east of the Broadway Interchange.
- 6 **U.S. 30, McCammon to Lava Hot Springs** | Widened 9.5 miles of U.S. 30 to a four-lane highway and replaced four bridges.